

PROJECT	PERIOD	ACTIVITIES
RAILROAD TUNNEL GANZELAI, SPAIN	2011   2011	DRILLING AND REINFORCEMENT L = 1 370 M, Ø = 85 M <sup>2</sup>
RAILROAD TUNNEL SAN ROMAN, SPAIN	2011   (PRESENT)	DRILLING AND REINFORCEMENT L = 724 M Ø = 95 M <sup>2</sup>
RAILROAD TUNNEL MARRAGERUENA, SPAIN	2011   (PRESENT)	DRILLING AND REINFORCEMENT L = 300 M Ø = 85 M <sup>2</sup>
RAILROAD TUNNEL ALDABA TXIKI, SPAIN	2011   (PRESENT)	DRILLING AND REINFORCEMENT L = 650 M Ø = 93 M <sup>2</sup>
SUBWAY TUNNEL MS8, BULGARIA	2010   2011	DRILLING AND REINFORCEMENT PRIMARY AND SECONDARY LINING L = 108.7 M, Ø = 255 M <sup>2</sup>
RAILROAD TUNNEL SILBERBERG, GERMANY	2010   2012	DRILLING AND REINFORCEMENT, EMERGENCY EXITS L = 3 030 M, Ø= 35 M <sup>2</sup>
SUBWAY TUNNEL “MALINOV” BLVD. – “MLADOST” QRTR., BULGARIA	2010   2011	DRILLING AND REINFORCEMENT PRIMARY AND SECONDARY LINING L = 2 × 365 M, Ø = 35 M <sup>2</sup>
RAILROAD TUNNEL MASSERBERG, GERMANY	2010   2011	DRILLING AND REINFORCEMENT L = 1 051 M, Ø = 130 M <sup>2</sup>
SUBWAY TUNNEL “EVSTATIEV” BLVD. – “MLADOST” QRTR., BULGARIA	2010   2011	DRILLING AND REINFORCEMENT PRIMARY AND SECONDARY LINING L = 375.20 M, Ø = 75 M <sup>2</sup>
RAILROAD TUNNEL REHBERG, GERMANY	2010   2011	DRILLING AND REINFORCEMENT L = 562 M, Ø = 130 M <sup>2</sup>
ROAD TUNNEL TAURITO, SPAIN	2010   2011	DRILLING AND REINFORCEMENT TWO TUNNEL PIPES L = 2 800 M, Ø = 94 M <sup>2</sup>

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VYARA INCLINED GALLERY, CHELOPECH, BULGARIA	2010   2011	DRILLING AND REINFORCEMENT TUNNEL: L = 1 200 M, Ø= 22 ÷ 33 M <sup>2</sup> BYPASS: L = 162 M, Ø= 22 ÷ 33 M <sup>2</sup> 6 NICHES: L = 105.6 M, Ø = 22 M <sup>2</sup>
ROAD TUNNEL AMPELIA, GREECE	2010   2010	DRILLING AND REINFORCEMENT PRIMARY AND SECONDARY LINING L = 500 M, Ø = 90 M <sup>2</sup>
SUBWAY TUNNEL T2 NORTH, LAMIA, GREECE	2010   2010	DRILLING AND REINFORCEMENT PRIMARY AND SECONDARY LINING L= 1 000 M, Ø= 65 M <sup>2</sup>
SUBWAY TUNNEL UNDER "CHERNI VRAH" BLVD., BULGARIA	2009   2010	DRILLING AND REINFORCEMENT PRIMARY AND SECONDARY LINING L = 792 M, Ø = 75 M <sup>2</sup>
ROAD TUNNEL MOGAN, SPAIN	2009   2010	DRILLING AND REINFORCEMENT L = 1 250 M, Ø = 94 M <sup>2</sup>
ROAD TUNNEL BIDASOA, SPAIN	2009   2009	DRILLING AND REINFORCEMENT L = 400 M, Ø = 92 M <sup>2</sup>
ROAD TUNNEL BARXETA, SPAIN	2008   2010	DRILLING AND REINFORCEMENT L = 1 438 M, Ø = 20.25 M <sup>2</sup>
RAILROAD TUNNEL BLESSBERG NORD LOT 3, GERMANY	2008   2012	DRILLING AND REINFORCEMENT TUNNELS BLESBERG NORD AND GOLDBERG L = 4 784 M, Ø= 130 M <sup>2</sup> EMERGENCY EXITS: L = 2 100 M, Ø = 27 ÷ 55 M <sup>2</sup>
ROAD TUNNEL LA ROBLA, SPAIN	2007   2008	DRILLING AND REINFORCEMENT L <sub>1</sub> = 1 050 M, Ø= 90 M <sup>2</sup> L <sub>2</sub> = 625 M, Ø = 85 M <sup>2</sup> L <sub>3</sub> = 475 M, Ø = 85 M <sup>2</sup>

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RAILROAD TUNNEL "BLESSBERG SÜD", LOT 2, GERMANY	2007   2008	DRILLING AND REINFORCEMENT TUNNEL BLESSBERG SÜD: L = 4 663 M, Ø = 130 M <sup>2</sup> EMERGENCY EXITS: L = 2 377 M Ø = 27 ÷ 55 M <sup>2</sup>
ROAD TUNNEL "SCHMÜCKETUNNEL", GERMANY	2006   2007	LINING CONCRETE 2 TUNNEL PIPES: L <sub>1</sub> = 1 720 M (EAST PIPE) L <sub>1</sub> = 1 729 M (WEST PIPE) Ø <sub>1,2</sub> = 104.9 ÷ 147.1 M <sup>2</sup>
ROAD TUNEL DE ARLABAN, SPAIN	2006   2008	DRILLING AND REINFORCEMENT LINING CONCRETE 2 TUNNEL PIPES: L <sub>1,2</sub> = 3 300 M, Ø <sub>1,2</sub> = 105 M <sup>2</sup>
GALERÍAS DE SERVICIO GUADARRAMA SUR, SPAIN	2005   2006	DRILLING AND REINFORCEMENT OF SERVICE GALLERIES L = 350 M, Ø = 40 M <sup>2</sup>
JOINT TUNNEL – HV TSANKOV KAMAK, BULGARIA	2005   2006	DRILLING AND REINFORCEMENT L = 493 M, Ø = 49 M <sup>2</sup>
PRESSURE TUNNEL HV TSANKOV KAMAK, BULGARIA	2005   2006	DRILLING AND REINFORCEMENT L = 526 M, Ø = 40 M <sup>2</sup>
ROAD TUNNEL GEVELSBERG, GERMANY	2004   2005	DRILLING, REINFORCEMENT AND INNER CONCRETE LINING L = 305 M, Ø = 122 M <sup>2</sup>
BYPASS ROAD TUNNEL HV TSANKOV KAMAK, BULGARIA	2004   2005	DRILLING AND REINFORCEMENT CONCRETE LINING L = 220 M, Ø = 30 M <sup>2</sup>
REVERSE TUNNEL YADENICA [II STAGE], BULGARIA	2004   2004	DRILLING AND REINFORCEMENT CONCRETE LINING L = 250 M, Ø = 48.95 M <sup>2</sup>

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ROAD TUNNEL "VIELHA", SPAIN	2003   2007	DRILLING AND REINFORCEMENT CONCRETE LINING L = 5 200 M $\emptyset = 127 \text{ m}^2$
SUBWAY TUNNEL BOCHUM, GERMANY	2002   2004	DRILLING AND REINFORCEMENT CONCRETE LINING L = 2 × 550 M $\emptyset = 36 \text{ m}^2$
BURGHOLZ TUNNEL, GERMANY	2002   2004	DRILLING AND REINFORCEMENT CONCRETE LINING L = 2 × 1 730 M $\emptyset = 144 \text{ m}^2$
REVERSE TUNNEL YADENICA [I STAGE], BULGARIA	2001   2003	DRILLING AND REINFORCEMENT CONCRETE LINING L <sub>1</sub> = 492 M, L <sub>2</sub> = 85 M $\emptyset_1 = 25.7 \text{ m}^2, \emptyset_2 = 48.95 \text{ m}^2$
GORNA ARDA CASCADE – HPP MADAN, BULGARIA	2001   2003	DRILLING AND REINFORCEMENT CONCRETE LINING L = 365 M $\emptyset = 56 \text{ m}^2$
TUNNEL OF HPP OGOSTA, BULGARIA	2001   2001	DRILLING AND REINFORCEMENT CONCRETE LINING L = 44.50 M $\emptyset = 9.63 \text{ m}^2$
EGE RAILROAD TUNNEL, HIGH-SPEED RAIL SECTION KASSEL – KIEL, GERMANY	2000   2002	DRILLING AND REINFORCEMENT CONCRETE LINING L = 3 100 M $\emptyset = 144 \text{ m}^2$
GORNA ARDA CASCADE – HPP MADAN, BULGARIA	2000   2001	DRILLING AND REINFORCEMENT CONCRETE LINING L = 293 M $\emptyset = 56 \text{ m}^2$
GORNA ARDA CASCADE – HPP MADAN, BULGARIA	1999   2000	DRILLING AND REINFORCEMENT CONCRETE LINING L = 220 M $\emptyset = 30 \text{ m}^2$

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RAILROAD TUNNEL – DEESENER WALD, HIGH-SPEED RAIL SECTION: COLOGNE - FRANKFURT, GERMANY	1998   2000	DRILLING AND REINFORCEMENT CONCRETE LINING L = 1 970 M, Ø = 144 M <sup>2</sup>
IDSTEIN RAILROAD TUNNEL, HIGH-SPEED RAIL SECTION: COLOGNE - FRANKFURT, GERMANY	1997   1999	DRILLING AND REINFORCEMENT CONCRETE LINING L = 965 M. Ø = 144 M <sup>2</sup>
HEMBERG HIGHWAY TUNNEL, GERMANY	1996   1997	DRILLING AND REINFORCEMENT CONCRETE LINING L = 2 × 440 M. Ø = 114 M <sup>2</sup>
BURGBERG ROAD TUNNEL, GERMANY	1995   1996	DRILLING AND REINFORCEMENT CONCRETE LINING L = 555 M. Ø = 90 M <sup>2</sup>
SUBWAY TUNNEL 2 MUNICH – EAST, SECTION 3, GERMANY	1994   1996	DRILLING AND REINFORCEMENT CONCRETE LINING
SEWERAGE COLLECTOR MUNICH - NORTH, GERMANY	1994   1995	DRILLING AND REINFORCEMENT CONCRETE LINING L = 1 725 M, Ø = 44 M <sup>2</sup>
SEWERAGE COLLECTOR, FISCHBACH, GERMANY	1993   1994	DRILLING AND REINFORCEMENT CONCRETE LINING L = 964 M, Ø = 28 M <sup>2</sup>
SUBWAY TUNNEL FELDMOCHING MUNICH – NORTH, SECTION 8, GERMANY	1993   1995	DRILLING AND REINFORCEMENT CONCRETE LINING L = 650 M Ø = 88 M <sup>2</sup>
SUBWAY TUNNEL 1, MUNICH – WEST, SECTION 5 AND 6 GERMANY	1993   1996	DRILLING AND REINFORCEMENT CONCRETE LINING L = 750 M, Ø = 2 × 36 M <sup>2</sup> , 1 × 127 M <sup>2</sup>